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Michigan Department of Transportation



Information Handbook

FOR
THE *55th*
LEGISLATURE

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Montana Department of Transportation

2701 Prospect Ave.

P.O. Box 201001

Helena, MT 59620-1001

Toll Free: 1-800-714-7296

Voice: (406)444-6201

TDD: (406)444-7696

Fax: (406)444-7643

Transportation

Commission: (406)444-7200

Road Conditions: 1-800-226-7623

E-Mail: U9243@long.mdt.mt.gov

Internet Home Page Address:

<http://www.mdt.mt.gov>

Montana Department of Transportation Important Phone Numbers

Divisions	
Director	Marv Dye 444-6201
Chief of Staff	Jim Currie 444-7222
Public Information	Dennis Unsworth 444-7205
Tribal & Inter-Governmental Relations	Ray Brown 444-6333
Human Resources	Russ McDonald 444-6049
Legal Services	Tim Reardon 444-6302
Environmental Services	
Administration	Bill Salisbury 444-6023
Aeronautics	Mike Ferguson 444-2506
Highways & Engineering	Gary Gilmore 444-6206
Maintenance	John Blacker 444-6158
Motor Carrier Services	Dave Galt 444-7638
Rail, Transit & Planning	Patricia Salndon 444-3143

November 1996

Dear Legislator,

The huge rockslide pictured on the cover was just one of the many challenges MDT faced during the last two years.

The slide deposited over 25,000 cubic yards of rock and rubble on US 93 south of Lakeside in November of 1995, completely blocking this important highway. Within minutes, traffic was rerouted and Missoula District employees were arranging for local contractors to clear the highway.

As we look forward to the next two years and the 21st Century, MDT continues to meet the challenge of maintaining and improving Montana's transportation system in the face of dwindling resources.

I hope you find the information in this handbook of use as you deal with the many important transportation issues faced by the 55th Legislature.

A handwritten signature in dark ink, appearing to read "Marvin Dye". The signature is fluid and cursive, with a long horizontal stroke at the end.

Marvin Dye
Director of Transportation

*Cover photo courtesy of Karen Nichols,
"Kalispell Daily Interlake"*



Winter Maintenance Near Baker

What You Will Find...

Fast Facts

...Little known facts about Montana's
Transportation System

Montana Transportation Commission

...Who and Where

Montana Aeronautics Board

...Who and Where

Montana Department of Transportation

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Maps:

Future Construction Program

Montana's Rail System

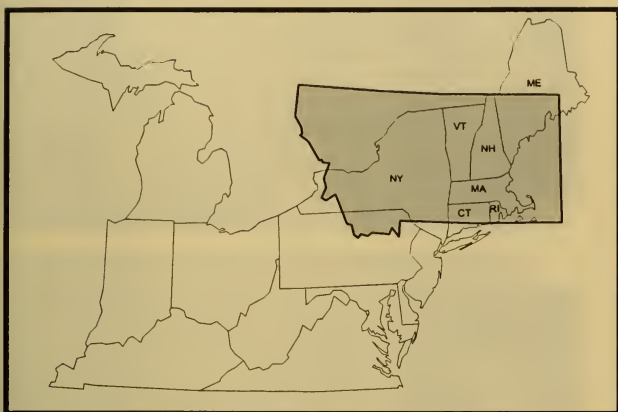
Montana's Highway System

Intercity Passenger Transportation

Fast Facts...

- ✓ Montana's share of the Interstate System is 1,191 miles.
- ✓ The 666 mile portion of US 2 from the Idaho border to the North Dakota border is the longest highway in Montana.
- ✓ Montana's shortest highway (0.3 of a mile) is Secondary 291 in Gallatin County.
- ✓ MDT traffic statistics indicate that US 87 (Main Street) in Billings is the busiest highway in Montana with an average daily traffic of 44,990.
- ✓ Only California, Illinois, and Texas have more rural Interstate than Montana's 1,137 miles.
- ✓ Montana travelers have access to 41 rest areas, with nine of these located in city parks.
- ✓ In 1994, Montana had more private and commercial vehicles per capita (1.11) than any other state.
- ✓ Montana has only 12 people per mile of public road, compared to 38 in Colorado and 177 in California.
- ✓ In FY 1996 MDT's Maintenance Division went through 306,614 cubic yards of sand and 1,687,193 gallons of deicer.





- ✓ Montana is larger than the 7 Northeastern states, yet has only 2.5% of the combined population of those states.
- ✓ Only 60¢ of every dollar raised from state fuel and gross vehicle weight taxes is available for use by MDT.
- ✓ 75% of Montana's Vehicle Miles Traveled (VMT) take place outside of our 14 urban areas. Only South Dakota and Wyoming have a more rural character to their highway and street traffic.
- ✓ Over 82% of all manufactured goods are moved in and out of Montana by truck.
- ✓ Montana has 12 bus systems serving the general public; four of these are fixed route city bus systems and eight are dial-a-ride.
- ✓ 92% of Montana's agricultural products are shipped out of state by rail.
- ✓ Montana has 12 state owned airports, 119 public use airports, and over 350 private use airports.



Dan Larson
110 East Oak
Libby, MT 59923

Office: 295-4050
Home: 293-3304
Fax: 295-6402



Patricia Abelin
1612 West Olive #4
Bozeman, MT 59715

Office/Home/Fax: 587-0134



Wally R. Bell
PO Box 5953
Helena, MT 59604-5953

Office: 442-2990
Home: 443-2591
Fax: 442-2038



Ed Smith
HC 44
Dagmar, MT 59219

Home/Fax: 483-5484



Thorm Forseth, Chairman
2037 Ridgeview Dr.
Billings, MT 59105

Office: 245-5392
Home: 259-3147
Fax: 245-7696



**Ron Mercer, Chairman
Helena**

Leland Ford,
Bigfork

Robert Hector,
Billings

Joann Eisenzimer,
Cascade

Joel Fenger,
Chester

Arnold Lindberg,
Cut Bank

Fred Booth,
Fort Benton

Douglas Freeman,
Hardin

Byron Bayers,
Twin Bridges



Montana Department of Transportation

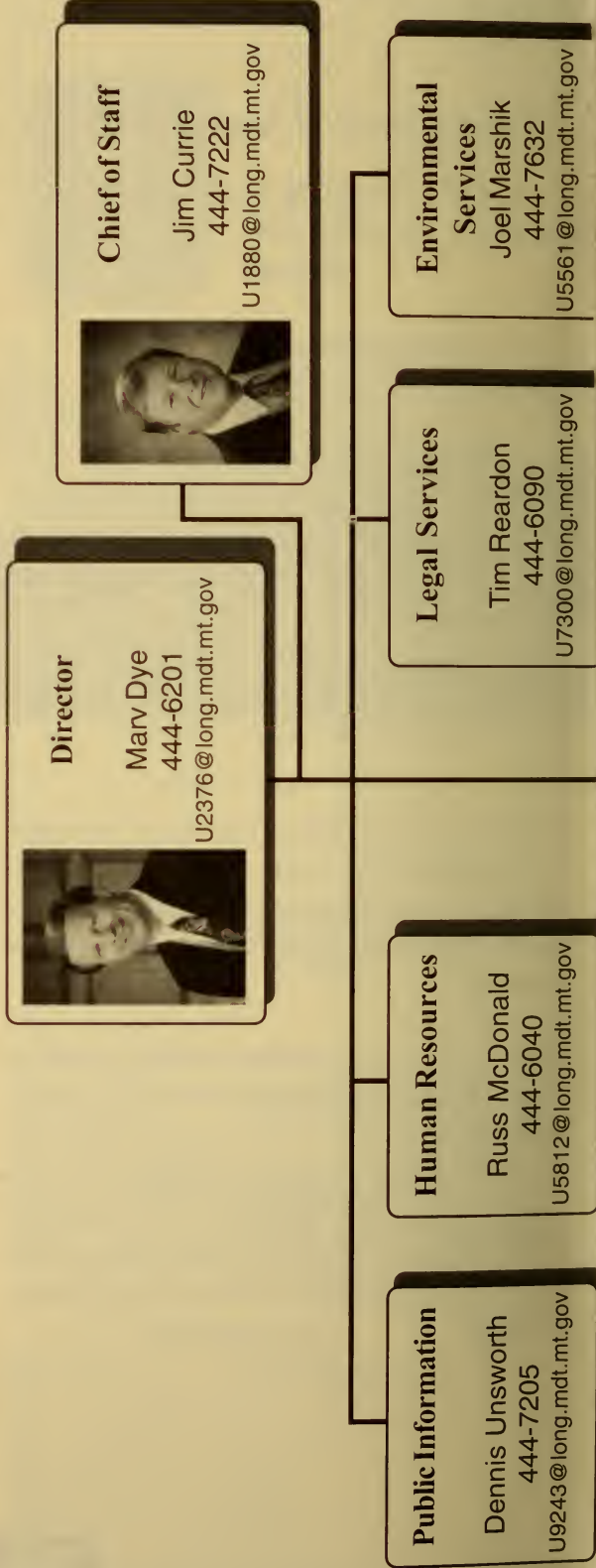


Dave Manning Memorial Building, MDT Headquarters; Helena, MT.

Montana's transportation program is an essential component of economic development and job creation. It provides the infrastructure necessary to support the growth and expansion of our economy.

MDT's diverse programs are working together to provide the best possible service to the people of Montana. This work is being accomplished by almost the same number of employees as ten years ago, in spite of additional responsibilities in rail, transit, fuel tax, aeronautics, traffic safety, and an expanded Federal surface transportation program.

MDT ORGANIZATION CHART



**Administration
Division**



Bill Salisbury
444-6023

U7700@long.mdt.mt.gov

**Aeronautics
Division**



Mike Ferguson
444-2506

U2709@long.mdt.mt.gov

**Highways &
Engineering
Division**



Gary Gilmore
444-6206

U3023@long.mdt.mt.gov

**Maintenance
Division**



John Blacker
444-6158

U0675@long.mdt.mt.gov

**Motor Carrier
Services Division**



Dave Galt
444-7638

U2920@long.mdt.mt.gov

**Rail, Transit, &
Planning Division**



Patricia Saindon
444-3143

U7701@long.mdt.mt.gov

MDT ORGANIZATION CHART

WHO'S WHERE IN MDT

Full Time Equivalent (FTE) Employees by Fiscal Year

	Dept. of Highways		Department of Transportation				
	1986	1991	1992	1993	1994	1995	1996
Central Office	715	529	587	693	655	643	638
District 1-Missoula	317	308	308	308	298	303	293
District 2-Butte	328	295	295	295	271	275	269
District 3-Great Falls	231	244	247	247	224	227	227
District 4-Glendive	202	273	273	273	248	249	242
District 5-Billings	316	272	272	272	237	237	231
Subtotal:							
Central Office	715	529	587	693	655	643	638
Districts	1,394	1,392	1,395	1,395	1,278	1,291	1,262
Total:	2,109	1,921	**1,982	1,982	1,933	1,934	1,900

**Additional functions (Rail & Transit, Aeronautics, Motor Fuel Tax) transferred to MDT



Multimodalism In Montana



Multimodal Facility at Gardiner - circa 1935.
Photo Courtesy Montana Historical Society.

Montana has a statewide multimodal transportation system that includes facilities and services operated by many different units of government and the private sector. Considering the geographical scale and small population of Montana, citizens, businesses, and visitors alike have a high level of mobility.

The availability of more than one mode ensures a modal balance. Competition between modes is a distinguishing characteristic of multimodalism. This occurs where the markets or demand for modes overlap and it is possible to make choices or trade-offs between modes. Today, while public transportation is available to most Montanans, there is little competition between modes.

MULTIMODAL



Multimodalism in Montana

	Units	Use in 1993	Use in 1994	%Change
Motor Vehicles	Total Daily VMT on all Roads	23,900,000	25,000,000	+4.6
Air	Enplanements	968,000	987,000	+0.2
Rail	Amtrak Ridership	139,500	139,800	+0.2
Urban Transit	Annual Ridership	1,511,000	1,592,000	+5.4
Rural Transit	Annual Ridership	326,000	280,000	-14.1
Intercity Bus	Annual Ridership	99,800	136,280	+36.6
Bicycle	Trips	N/A	N/A	
Pedestrian	Trips	N/A	N/A	

Source: TranPlan 21 Annual Report - April 1996.

1993 Distribution of Freight Shipments by Mode

Mode	Value	Tons	Ton-Miles
Highway	68.9%	35.3%	12.0%
Rail	22.4%	52.2%	87.0%
Other (air, pipeline)	8.7%	12.5%	1.0%

Source: "1993 Commodity Flow Survey", TC92-CF-27, Bureau of the Census, U.S. Department of Commerce.

1995 MDT Inventory

Center Line Miles	8,017
Bridges	2,133
Signs and Delineator Posts	300,000
Guardrail (Lineal Feet)	5,654,880
Interstate Rest Areas	32
Right-of-Way Fence (Miles)	2,633
Tandem Dump Trucks	175
Single Axle Dump Trucks	354
Self-Propelled Street Sweepers	40
Paint Stripers	11
Graders	91
Loaders	246
Rotary Snow Blowers	34
Maintenance Buildings	600
State Owned Airports	12
Non-Directional Beacons	26
Ground to Air Radios	68



Highways



I-94 over Yellowstone River Near Glendive.

Montana is one of the most rural states in the nation in both population and transportation characteristics. This means the highway system fulfills a central role in allowing the state to function politically, economically, and socially.

Roadways connect Montana's communities and the state to the national and international transportation systems. The highway system is also the largest single capital investment in the state. Proper maintenance and upkeep is critical to preserving this system.

Montana's Public Road Miles

Classification	Center Line Miles	Lane Miles
National Highway System	3,859	10,344
Primary Highway System	2,836	5,793
Secondary Highway System	4,670	9,322
Urban Highway System	345	769
TOTAL-Designated Systems	11,710	26,228
State Off System	1,132	2,264
Off System - Municipal	3,046	N/A
Off System - Rural	53,692	N/A
TOTAL-Off System	57,870	N/A
TOTAL ALL ROADS	69,580	N/A

Source: TranPlan 21 Annual Report - April 1996.



Maintenance of NHS & State Designated Highways

Classification	Maintenance Responsibility Center Line Miles as of 7/1/95		
	State	Local/Other	Total
National Highway System	3,802	57	3,859
Primary Highway System	2,827	9	2,836
Secondary Highway System	233	4,437	4,670
Urban Highway System	77	268	345
State Highway - Off System	1,132	0	1,132
Total	8,071	4,771	12,842

HIGHWAYS



1996 Pavement Conditions

SYSTEM	Overall Pavement Index*
NHS - Interstate	69.2
NHS - Non-Interstate	68.7
Primary System	67.0

<u>OPI Range</u>	
Excellent	96-100
Good	80-95
Fair	60-79
Poor	40-59
Very Poor	0-39

*The OPI is a combination of all the individual distress indexes (surface cracking, raveling, patching, rutting, and ride)

Number and Condition of Montana's Bridges - 1996

Classification	Total Count	Avg. Age (Yrs)	Substandard Count*
NHS - Interstate	813	25	88
NHS - Non-Interstate	481	40	46
Primary System	495	44	46
Secondary System	488	36	67
Urban System	57	35	19
State Off System	241	43	21
Local Off System	1,858	36	648
Total	4,433	37	935

* Substandard ratings are assigned based on stringent Federal criteria that take into consideration structural, operational, and geometric factors.



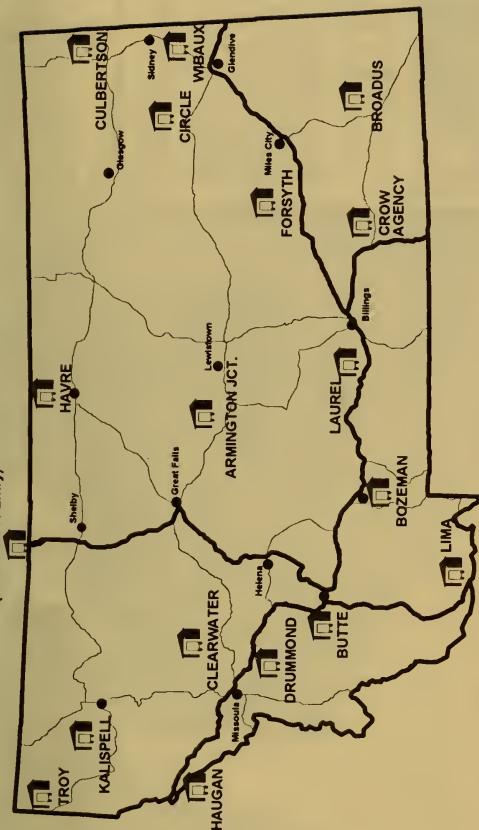
Crashes by Severity

Year	All Crashes	Fatal Crashes	Injury Crashes	Property Damage Crashes	Fatalities	Injuries
1991	17,058	172	5,514	11,355	200	8,449
1992	17,310	170	5,903	11,237	191	8,999
1993	18,839	166	6,144	12,529	194	9,288
1994	19,351	182	6,568	12,601	202	9,903
1995	20,508	186	6,807	13,515	215	10,255
% Chg. 1 Yr.	+6.0%	+2.2%	+3.6%	+7.3%	+6.4%	+3.6%
% Chg. 5 Yr.	+15.2%	+5.7%	+14.8%	+15.6%	+7.6%	+14.3%

Source: Montana Department of Transportation

Motor Carrier Services - Weigh Station Locations

COUTTS ALBERTA /
MONTANA
(Joint Port of Entry)



HIGHWAYS

District



Jim Weaver

Department of Transportation
District Administrator - Missoula
P.O. Box 7039
Missoula, MT 59807-7039

523-5800

E-Mail: U9458@MDTMIS.mdt.mt.gov



Jason Giard

Department of Transportation
District Administrator - Butte
P.O. Box 3068
Butte, MT 59702-3068

494-9625

E-Mail: U2988@MTBUT.mdt.mt.gov

Offices

Ene Stettler

Department of Transportation
District Administrator - Great Falls
P.O. Box 1359
Great Falls, MT 59403-1359
360-4350
E-Mail: U8606@MDTGTF.mdt.mt.gov



Michael (Mick) Johnson

Department of Transportation
District Administrator - Glendive
P.O. Box 890
Glendive, MT 59330-0890
365-5296
E-Mail: U4525@MDTGLD.mdt.mt.gov



Bruce Barrett

Department of Transportation
District Administrator - Billings
P.O. Box 20437
Billings, MT 59104-0437
252-4138
E-Mail: U0356@MDTBLG.mdt.mt.gov

Aeronautics



Silver Bow County Airport Terminal circa 1958.
Photo courtesy Montana Historical Society.

Air transportation plays an important role in Montana because of the state's geography and distance from the nation's economic and population centers. The ability to connect Montana's rural areas to emergency medical facilities, urban centers, and domestic and international destinations through air transportation is vital for Montana's citizens and businesses.



High Volume General Aviation Airports

	Landings and Take Offs
Kalispell (City)	33,100
Sidney¹	19,500
Glasgow¹	19,008
Hamilton	18,200
Lewistown¹	13,000
Plentywood	11,260
Libby	12,000
Ennis	10,515
Miles City¹	7,300
Stevensville	10,000
Laurel	12,200
Dillon	9,800
Three Forks	10,000
Chinook	8,550
Forsyth	8,312
Havre	8,238
Gardiner	8,100
Total	219,083

Landings and Take Offs based on most current 5010 Inspection year, 1993-1995.

¹Does not include Essential Air Service LTOs

Source: TranPlan 21 Annual Report - April 1996.



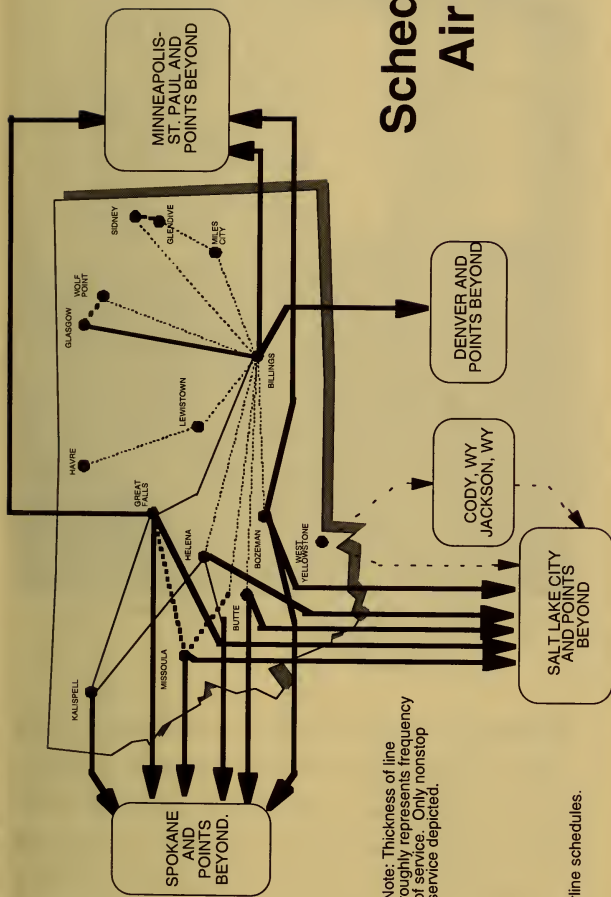
Essential Air Service Airports

	Enplanements		Air Freight (tons)	
	1986	1994	1986	1994
Glasgow	2,555	3,947	15	8
Glendive	1,532	1,690	8	2
Havre	1,912	3,056	12	9
Lewistown	540	2,316	7	3
Miles City	1,667	2,010	15	5
Sidney	7,662	4,815	37	7
Wolf Point	1,808	3,082	N/A	2
Yellowstone	2,796	2,737	N/A	N/A
TOTAL	20,472	23,653	94	36

Primary Commercial Service Airports

	Enplanements		Air Freight (tons)	
	1986	1994	1986	1994
Billings	324,514	308,493	6,211	16,743
Bozeman	105,197	172,502	285	528
Butte	28,086	38,450	283	357
Great Falls	148,561	119,806	1,138	874
Helena	49,920	60,813	214	714
Glacier	55,210	101,715	180	553
Missoula	131,180	165,091	836	1,293
TOTAL	842,668	966,870	9,147	21,062

Scheduled Commercial Air transportation In Montana



Source: TranPlan 21 and selected airline schedules.

Rail

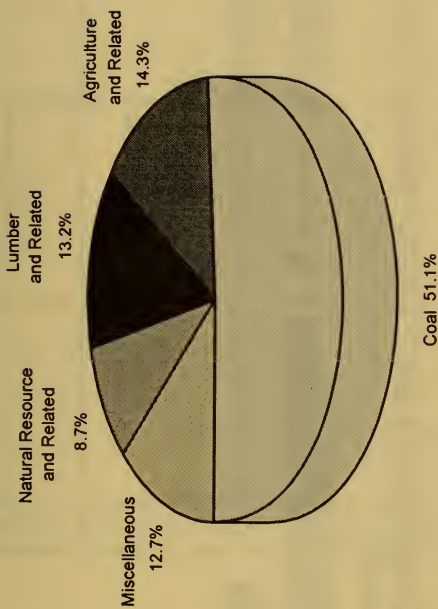


Northern Pacific Railroad, Marent Gulch Trestle near Missoula, MT circa 1883. Photo Courtesy of Montana Historical Society.

Montana's rail system is a key element of the state's overall transportation network. The system includes just under 3,500 miles of track. Although this mileage has declined over the past decade, the volume of freight shipped by rail has remained steady. Passenger rail service in Montana is provided by Amtrak across the Hi-Line.

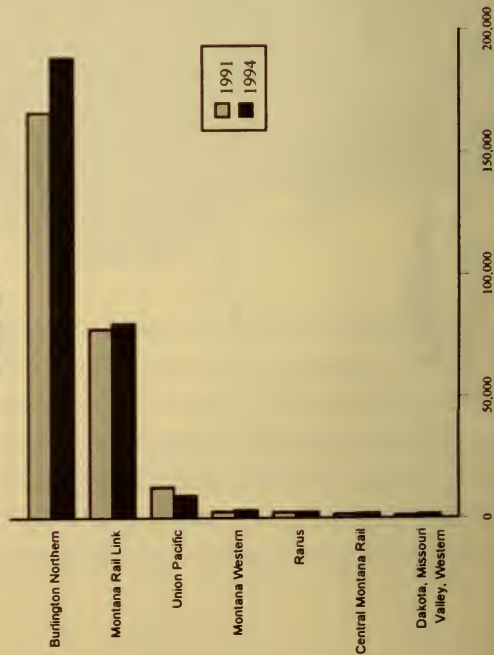
Rail Freight Shipments By Commodity Originating and Terminating Carloads

1994

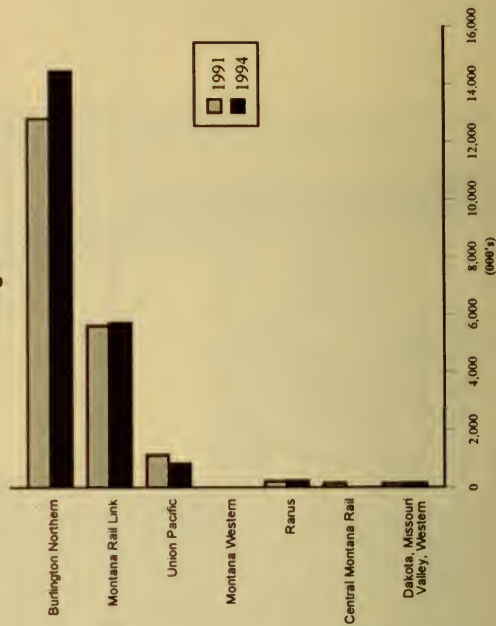


Total Originating and Terminating Non-Coal Freight

Carloads



Tonnage



Amtrak Ridership

Station	Calendar Year	
	1994	1995*
Browning	900	1,296
Belton	3,262	2,749
Cut Bank	2,278	2,012
Essex	2,331	2,596
Glasgow	4,763	4,116
Glacier Park	11,099	11,021
Havre	14,769	12,818
Libby	4,235	3,937
Malta	3,342	2,702
Shelby	14,886	13,249
Whitefish	69,470	54,538
Wolf Point	8,461	6,552
State Totals	139,796	117,586

Source: TranPlan 21

* Empire Builder service reduced on Feb. 1, 1995.

Transit & Bicycle-Pedestrian



Main St. Butte, looking East on Park St., circa 1935.
Photo Courtesy Montana Historical Society.

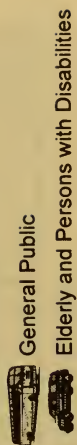
Passenger transportation in Montana includes urban and rural transit, demand responsive transit for the elderly and persons with disabilities, inter-city bus, and vanpooling. These services are provided by public agencies, not-for profit organizations, and the private sector.

Transit in Montana is most important to that segment of the population without access to a car. Currently, it performs a societal role providing basic mobility for residents of most Montana counties.

The primary source for bicycle and pedestrian trip information is the journey-to-work data collected for the 1990 Census. These numbers do not include pedestrian and bicycle activities for recreation, errands, or other purposes.



TRANSIT & BIKE-PED



1995 Annual Transit System Ridership



Urban System	Ridership
Great Falls Transit District	407,956
Metropolitan Transit (Billings)	668,975
Mountain Line Transit (Missoula)	549,297
TOTAL	1,626,228

Non-Urban System	Ridership
Eagle Transit - Kalispell	26,696
Blackfeet Transit - Browning	6,438
Butte-Silver Bow Transit - Butte	114,112
Helena Dial-A-Ride - Helena	36,178
Fergus County Transit - Lewistown	24,436
Fort Peck Transportation System - Poplar	26,858
Big Dry Transit - Jordan	2,029
Powder River County Transportation System - Broadus	3,802
Valley County Transit - Glasgow	20,847
TOTAL	261,396

Daily Journey-to-Work Trips in Selected Montana Cities

City	Bicycle		Pedestrian	
	Number	Percent*	Number	Percent*
Missoula	793	3.9%	1,638	8.2%
Bozeman	453	4.1%	1,858	16.9%
Great Falls	199	0.8%	1,173	4.8%
Helena	178	1.5%	1,276	10.5%
Billings	172	0.4%	1,779	4.6%
Kalispell	94	1.9%	381	7.5%
Butte	37	0.3%	866	6.4%
TOTAL	1,926	1.5%	8,971	7.2%
STATEWIDE TOTAL	3,209	0.9%	27,022	7.7%

*Percent of total Journey-to-Work trips in the City.

Source: US Bureau of the Census, April, 1990



Revenue Sources and Uses

Sources

Allocation of State Funds

\$236 Million



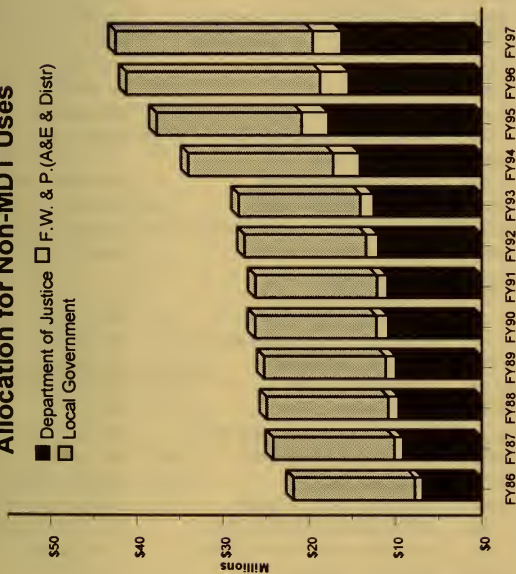
*MDT Highway Special Revenue Accounting Entity

Actual FY 96 Revenues - \$371,560,733

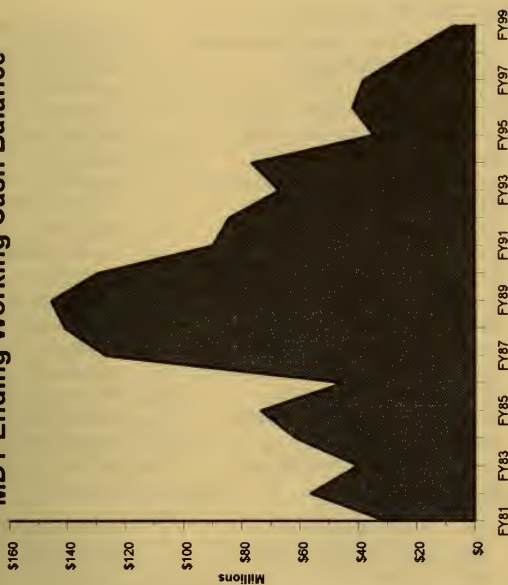
Funding Trends

Allocation for Non-MDT Uses

- Department of Justice
- F.W. & P. (A&E & Distr)
- Local Government



MDT Ending Working Cash Balance



MISSOULA DISTRICT

ROUTE/PROJECT NAME

LENGTH/SCOPE

October '96 - June '97

I-90	MISSOULA AIRPORT INTERCHANGE		INTERCHANGE
MT-1	DRUMMOND - SOUTH	1.3	RESURFACE
MT-200	DIXON-RAVALLI RD.	7.3	RECONSTRUCT & STRUCTURE
MT-200	CLEARWATER JUNCT REST AREA		REST AREA
MT-35	BIGFORK - NORTH & SOUTH	15.5	SEAL & COVER
MT-96	DRUMMOND - MAIN ST.	0.9	RESURFACE
S-271	DRUMMOND - EAST AND NORTH	4.9	RESURFACE
S-272	WESTSIDE PRISON ROAD	2.1	RECONSTRUCT
S-382	PERMA CANYON - NORTH	7.1	WIDEN & RESURFACE
S-473	WEST FORK ROAD	14.3	RESURFACE
S-503	FOYS CANYON ROAD	3.8	RECONSTRUCT
S-512	HALL - EAST	1.9	SEAL & COVER
S-513	HALL - WEST	2.5	SEAL & COVER
US-2	HAPPY'S INN - EAST & WEST	11.7	RECONSTRUCT & STRUCTURE
US-2	KALISPELL STRIP & LASALLE RD	2.4	RESURFACE
US-93	MONTANA 40 - NORTH	1.5	RECONSTRUCT & STRUCTURE
US-93	CHARLOS HEIGHTS - NORTH	5.0	SEAL & COVER
US-93	LOLO - SOUTH	5.5	RECONSTRUCT
US-93	FLORENCE - EASTSIDE HWY	0.6	RECONSTRUCT

July '97 - June '99

I-90	DENA MORA REST AREA		REST AREA REHAB
I-90	EAST MISSOULA - BONNER		REHAB STRUCTURE
I-90	BONNER - EAST	9.2	RESURFACE
I-90	ALBERTON - EAST & WEST	9.8	RESURFACE
MT-200	DIXON - WEST	10.2	RECONSTRUCT
MT-200	LYNCH CR. - 3 MI NW OF PLAINS		STRUCTURE & APPROACHES
MT-37	KOOTENAI RIVER BR		REHAB STRUCTURE
MT-37	PINKHAM CR - 6.8 MI S OF REXFORD		REHAB STRUCTURE
MT-37	TOBACCO R - 2.4 MI E OF REXFORD		REHAB STRUCTURE
MT-37	BNRR - LIBBY		STRUCTURE & APPROACHES
S-507	ALBERTON - EAST	2.5	RESURFACE
US-12	LOLO PASS REST AREA		REST AREA
US-2	KOOTENAI R - 2.3 MI NW TROY		STRUCTURE & APPROACHES
US-93	EVARO - POLSON	**	
US-93	4TH AVE/US 93 - POLSON		IMPROVE INTERSECTION
US-93	SOMERS - ASHLEY CREEK	5.6	RECONSTRUCT
US-93	ASHLEY CREEK - KALISPELL	2.9	RECONSTRUCT
US-93	RAVALLI WEIGH STATION		WEIGH STATION

July '99 - Sept '01

I-90	DRUMMOND - EAST & WEST	12.7	RESURFACE
I-90	4.7 MI E OF FRENCHTOWN - EAST	11.2	RESURFACE
MT-1	MAXVILLE - DRUMMOND	14.3	RECONSTRUCT & STRUCTURE
MT-200	WEEKSVILLE - WEST	6.7	RECONSTRUCT
MT-200	TROUT CREEK - WEST	6.5	RESURFACE
MT-200	MRL OP - 2MI SE THOMPSON FALLS		STRUCTURE & APPROACHES
MT-28	LONEPINE - NORTH & EAST	10.0	RECONSTRUCT & STRUCTURE
MT-56	BULL LAKE - SOUTH	16.5	WIDEN & RESURFACE
MT-83	CLEARWATER JCT. - NORTH	14.7	WIDEN, RESURF & STRUCT
S-472	VERMILLION R - SE TROUT CREEK		STRUCTURE & APPROACHES
US-2	MID FK FLATHEAD R-SE OF ESSEX		STRUCTURE & APPROACHES
US-93	MAIN ST. - KALISPELL	0.4	RECONSTRUCT
US-93	FLORENCE - NORTH	2.5	RECONSTRUCT
US-93	LOST TRAIL PASS REST AREA		REST AREA

** Length and scope of project not yet determined



Project scheduling is subject to adjustment due to factors such as changes in Federal and State funding availability or delays in right-of-way acquisition, utility relocation, environmental review, surveying, or design.

BUTTE DISTRICT

ROUTE/PROJECT NAME

LENGTH/SCOPE

October '96 - June '97

I-90	BELGRADE INTERCHANGE		REHAB INTERCHANGE
-283	HARRISON - PONY	6.1	SEAL & COVER
S-357	RUBY DAM - NORTH & SOUTH	11.1	SEAL & COVER
S-359	CARDWELL - HARRISON	14.5	RESURFACE
S-540	MILL CREEK - NORTH & SOUTH	21.6	SEAL & COVER
S-191	YELLOWSTONE PARK	20.7	RECYCLE & RESURFACE
S-287	NORRIS - HARRISON	9.9	RECONSTRUCT & STRUCTURES

July '97 - June '99

I-15	HARRISON AVE. INTERCHANGE		SIGNALS, TURN LANE
I-15	DILLON - APEX	11.0	RESURFACE
I-15	APEX - GLEN	11.2	RESURFACE, STRUCTURE
I-15	ELK PARK - BASIN	14.0	RECYCLE & RESURFACE
I-15	GLEN - MELROSE	7.8	RESURFACE
I-90	LIVINGSTON - EAST & WEST	9.5	RESURFACE, SNOW FENCE
-287	TWIN BRIDGES - SHERIDAN	8.5	RECONSTRUCT
T-41	SILVER STAR - NORTH & SOUTH	7.0	RECONSTRUCT
T-84	FOUR CORNERS - WEST	6.9	RECONSTRUCT
-205	REY CR - 2.6 MI E OF THREE FORKS		STRUCTURE & APPROACHES
-278	CARROLL HILL - EAST & WEST	5.4	RECONSTRUCT
S-12	TOWNSEND - URBAN	1.4	RECONSTRUCT
-287	SAPPINGTON JCT. - NORTH	9.5	GUARDRAIL & DRAINAGE
-287	EAST HELENA - I-90 INTERCHANGE	**	
-287	CAMERON - NORTH & SOUTH	11.2	RECONSTRUCT
-287	JEFF. R - 12.7 MI SW THREE FORKS		STRUCTURE & APPROACHES
S-89	SHIELDS RIVER - RIPRAP		EROSION CONTROL
S-89	RINGLING - NORTH	8.1	RECONSTRUCT
S-89	MILWAUKEE RR & CREEK-RINGLING		STRUCTURE & APPROACHES

July '99 - Sept '01

R-15	DILLON - NORTH MONTANA ST.	0.7	RECONSTRUCT
I-90	MANHATTAN - BELGRADE	11.8	REHAB CONCRETE
I-90	HOMESTAKE PASS	9.7	RESURFACE
I-90	THREE FORKS - WEST	4.5	REHAB CONCRETE
I-90	WHITEHALL - CARDWELL	8.3	RESURFACE
MT-2	THREE FORKS OVERPASS REMOVAL	0.2	REMOVE BRDG, FLT TN CURVE
T-41	DILLON - NORTHEAST	1.8	RECONSTRUCT
T-41	TWIN BRIDGES - NORTH	6.2	RECONSTRUCT
T-43	WISE RIVER - WEST	13.9	RESURFACE
S-12	EAST OF TOWNSEND	7.3	RECONSTRUCT

* Length and scope of project not yet determined

GREAT FALLS DISTRICT

ROUTE/PROJECT NAME

LENGTH/SCOPE

October '96 - June '97

S-218	CONRAD - EAST	9.0	RESURFACE
S-223	15.5 MI N OF LIBERTY CO LINE-N	11.8	SEAL & COVER
S-233	HAVRE - NORTH	21.6	RESURFACE
S-240	CHINOOK - SOUTH	10.1	RESURFACE
S-331	BELT - NORTH	8.5	RESURFACE
US-2	TWO MEDICINE BRIDGE		REHAB STRUCTURE
US-2	TWO MEDICINE BRIDGE - EAST	7.8	WIDEN & RESURFACE
US-89	ST. MARY-CANADIAN LINE	18.8	RESURFACE

July '97 - June '99

I-15	HARDY CR. - ULM(NORTHBOUND)	13.9	RESURFACE
I-15	AUGUSTA INT - HARDY CREEK	18.7	RECYCLE & RESURFACE
I-15	FORESTVALE INTERCHANGE		INTERCHANGE
S-213	CUT BANK - NORTH	4.9	WIDEN & RESURFACE
S-228	HIGHWOOD - NORTHEAST	8.7	RECONSTRUCT & STRUCTURE
S-279	SILVER CITY - WEST	7.6	RESURFACE
S-330	ULM-SOUTH (SOUTH SECTION)	7.3	RECONSTRUCT
US-12	EUCRID AVE. - HELENA	2.6	RESURFACE
US-12	EAST HELENA - EAST	7.2	RESURFACE
US-2	BROWNING - MERIWETHER	9.3	RECONSTRUCT
US-2	BATTLE CR. - 3 MI W OF ZURICH		STRUCTURE & APPROACHES
US-87	INTERSECT LIGHTING-N FT BENT		LIGHTING ONLY
US-87	20TH ST SOUTH TO WARDEN BR	1.6	RECONSTRUCT
US-89	HUDSON BAY DIVIDE - ST. MARY	6.0	RECYCLE & RESURFACE
US-89	DUPUYER - NORTH	8.6	RECONSTRUCT

July '99 - Sept '01

I-15	CEDAR ST INTERCHANGE		WIDEN BRIDGE
I-15	SUNBURST - SWEETGRASS	8.5	RESURFACE
S-234	BEAVER CR. - 10.6 MI S. OF HAVRE		STRUCTURE & APPROACHES
US-89	BELT CR. - 1 MI SE OF NEIHART		STRUCTURE & APPROACHES
US-89	DRAINAGE - 4.4 MI S OF BYNUM		STRUCTURE & APPROACHES
US-89	DRY FK MARIAS RIVER		STRUCTURE & APPROACHES
US-89	VAUGHN-SUN RIVER	7.6	RECONSTRUCT & STRUCTURE



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GLENDIVE DISTRICT

ROUTE/PROJECT NAME

LENGTH/SCOPE

October '96 - June '97

1-94	WIBAUX REST AREA/VISITOR CENTER		REST AREA
1-94	DRY CREEK - GLENDIVE		BRIDGE DECK REHAB
1-94	PRAIRIE CO. LINE - EAST	6.4	RESURFACE
1-13	MO. R. BR - S. OF W. POINT	1.1	STRUCTURE & APPROACHES
1-16	SIDNEY - NORTHWEST	1.4	RECONSTRUCT & STRUCTURES
1-16	MCS SCALE SITE - SIDNEY		MCS SCALE SITES
1-59	HILLSIDE - NORTH & SOUTH	10.9	RECONSTRUCT & STRUCTURES
201	JUNCTION MT 16 - EAST & WEST	23.8	RESURFACE
202	JUNCTION MT 23 - SOUTHEAST	2.7	RESURFACE
250	BOXELDER CREEK - NORTH & SOUTH	11.9	RESURFACE
261	SHADWELL CREEK - NORTH & SOUTH	21.7	RESURFACE
277	MUSKRAT CR - 25 M. NE HAMMOND		PIPES & APPROACHES
326	ALZADA - SOUTH	1.5	RECONSTRUCT
327	BAINVILLE - NORTH & SOUTH	0.6	RESURFACE
438	22 KM N OF NASHUA - NORTH	8.0	RESURFACE
480	MISSOURI RIVER BRIDGE - NORTH	3.0	RESURFACE
484	OTTER - NORTH & SOUTH	7.8	RECONSTRUCT
446	CARTERVILLE - SOUTH	2.7	RESURFACE
1-12	BAKER - WEST	5.4	RECONSTRUCT & STRUCTURES
S-2	CULBERTSON REST AREA		REST AREA, WEIGH STA
L 212	ALZADA - WEST	10.8	WIDEN & RESURFACE
L 212	BROADUS REST AREA		REST AREA, WEIGH STA

July '97 - June '99

M 200	BROCKWAY - EAST	5.8	RECONSTRUCT & STRUCTURES
327	8 M SE OF BAINVILLE - SOUTHEAST	7.4	RECONSTRUCT
332	12 M. SW OF HWY. 59 - SOUTHWEST	5.5	RECONSTRUCT
363	MLK RI. - WAGNER		STRUCTURE & APPROACHES
1-12	PLEVNA - EAST & WEST	7.2	RECONSTRUCT & STRUCTURES
L 191	DODSON SOUTH CANAL - MALTA		STRUCTURE & APPROACHES
S-2	FRAZER - EAST & WEST	8.3	WIDEN, RESURF & STRUCT
S-2	POPLAR R. - 0.5 M W. OF POPLAR		STRUCTURE & APPROACHES
L 212	LAME DEER - EAST	7.1	RECONSTRUCT
L 212	CAMP'S PASS - EAST	8.0	RECONSTRUCT & PIPES
L 212	LAME DEER - WEST	3.4	RECYCLE & RESURFACE

July '99 - Sept '01

1-94	TREASURE CO. LINE EAST	7.2	RESURFACE
1-94	1.5 M E OF WIBAUX - EAST	6.5	RESURFACE
1-16	PLENTYWOOD - NORTH	8.0	RECONSTRUCT
M 200	CIRCLE - SOUTHWEST	5.7	RECONSTRUCT & STRUCTURES
1-59	COALWOOD - NORTH	8.0	RECONSTRUCT
1-59	OLIVE - NORTH & SOUTH	12.2	RECONSTRUCT
254	8 M NORTH OF BLOOMFIELD	5.7	RECONSTRUCT
311	S.FK. WHITETAIL CR. 3 M N. FLXVLE		STRUCTURE & APPROACHES
1-12	MILES CITY - EAST	7.0	RECONSTRUCT & STRUCTURES
U 112	6.8 M E OF LAMEDEER - EAST	5.0	RECONSTRUCT

FUTURE CONSTRUCTION PROGRAM

BILLINGS DISTRICT

ROUTE/PROJECT NAME

LENGTH/SCOPE

October '96 - June '97

I-90	SHILOH INTERCHANGE		INTERCHANGE
I-94	HYSHAM HILLS	16.0	RECYCLE & RESURFACE
MT-72	BELFRY - NORTH	11.5	RESURFACE
S-298	BIG TIMBER - SOUTH	2.9	WIDEN & RESURFACE
S-314	DECKER - NORTH	31.8	RESURFACE
S-401	BUFFALO TRAIL - NORTH OF LAUREL	7.9	RECONSTRUCT

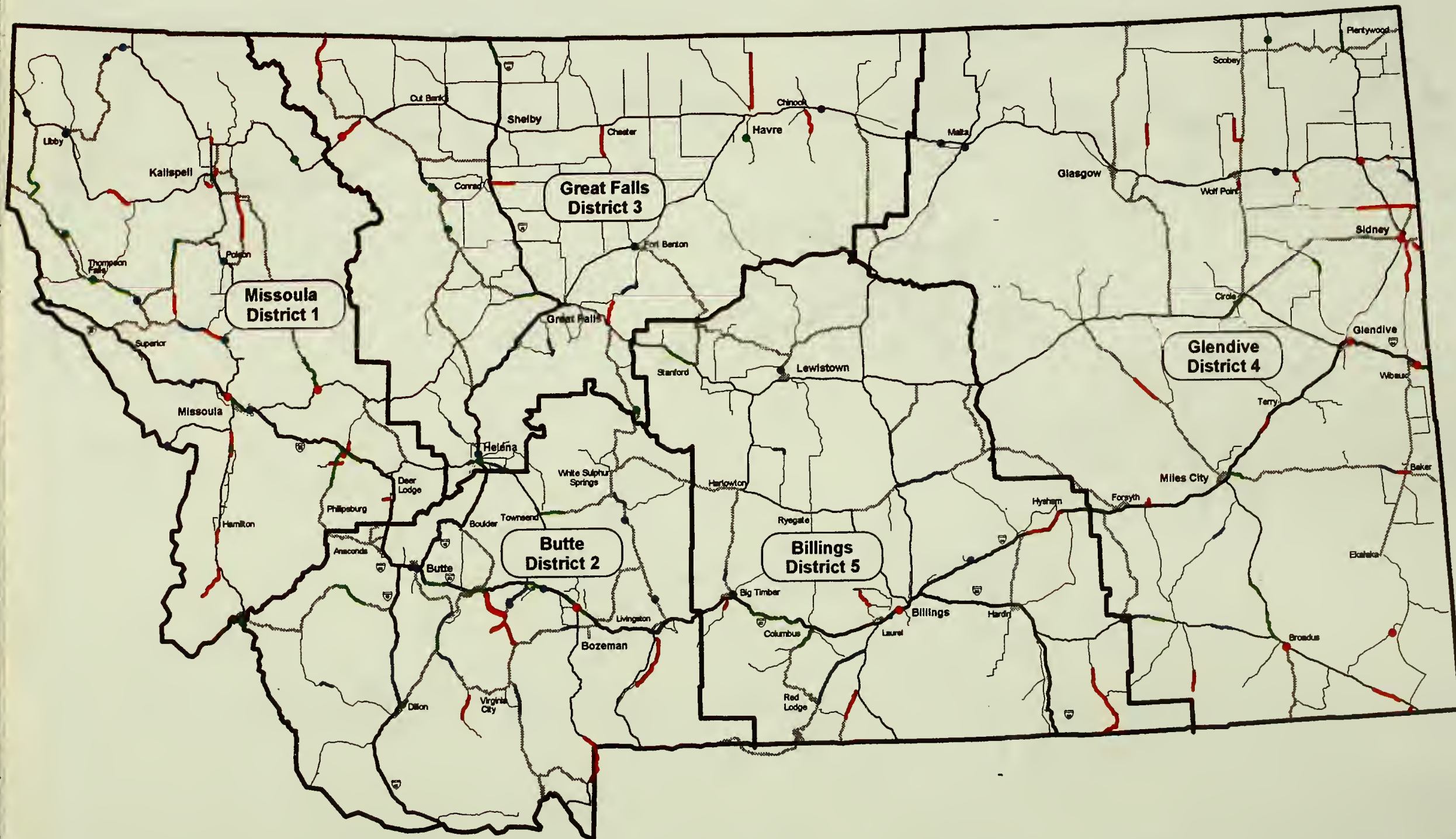
July '97 - June '99

I-90	BILLINGS - MOSSMAIN SCALE	0.3	MCS SCALE SITES
I-90	MOSSMAIN - BILLINGS	7.4	RESURFACE
S-237	BIG SPRING CR. - 2 M NW LEWISTOWN		STRUCTURE & APPROACH
S-297	CARELESS CR. - NORTH	5.4	RECONSTRUCT
S-478	OTTER CR. - 2.6 M NE BIG TIMBER		STRUCTURE
S-568	YSTONE R-NW OF POMPEYS PILLAR		STRUCTURE & APPROACH
US-12	11.8 M EAST OF ROUNDUP - EAST	7.5	RECONSTRUCT
US-12	ROUNDUP - EAST	12.2	RECONSTRUCT
S-191	8.1 M NORTH OF BIG TIMBER - NORTH	4.0	RECONSTRUCT
S-212	RED LODGE - NORTH	31.4	RESURFACE
US-87	12 M NORTH OF ROUNDUP - NORTH	8.7	RECONSTRUCT

July '99 - Sept '01

I-90	REEDPOINT - E AST & WEST	9.2	RESURFACE
I-90	BRIDGER CREEK - EAST & WEST	13.0	RESURFACE
MT-78	COLUMBUS - SOUTH	8.8	RECONSTRUCT & STRUCTURE
US-87	GEYSER - STANFORD	12.7	RECONSTRUCT

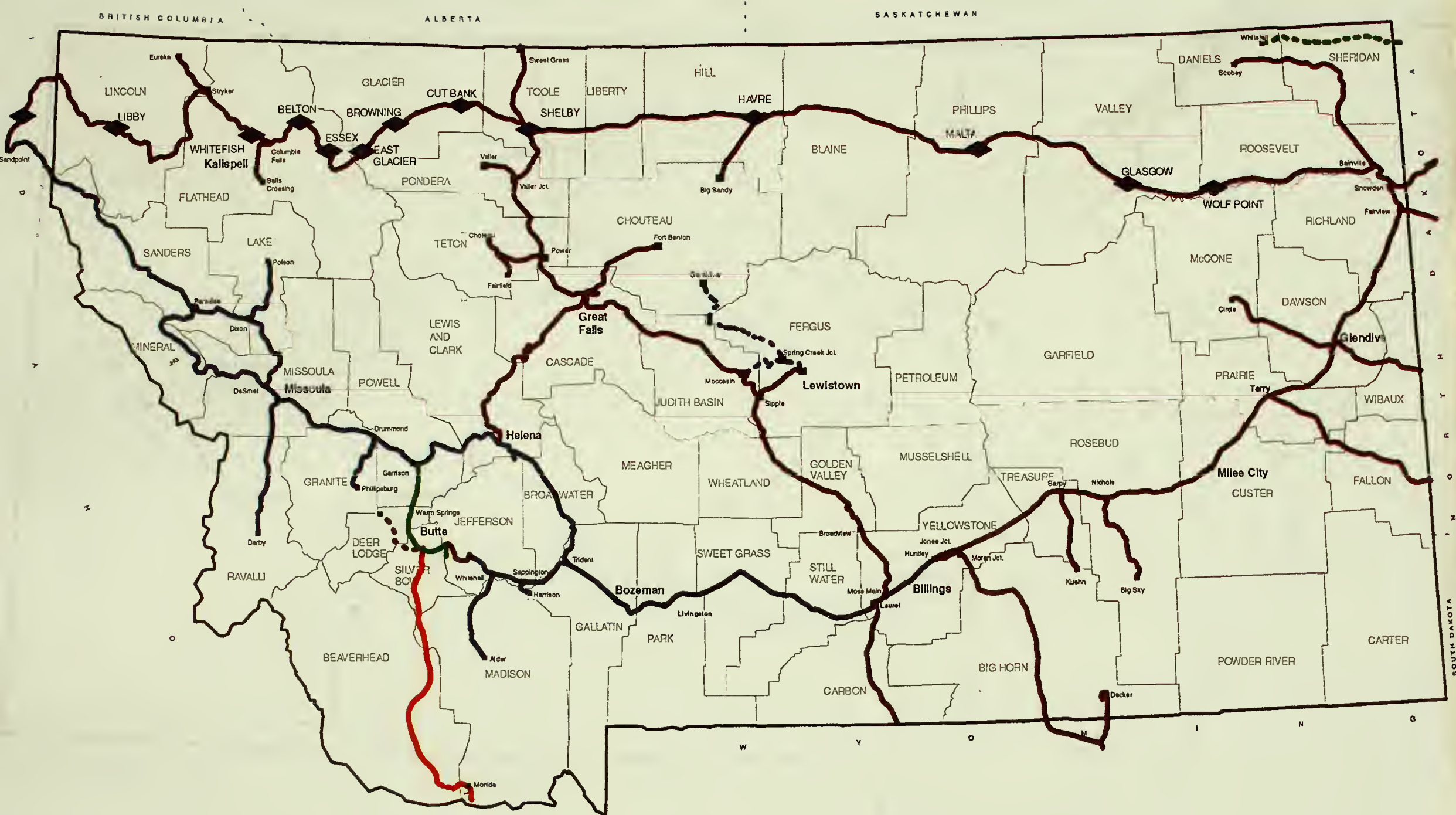




Future Construction Program

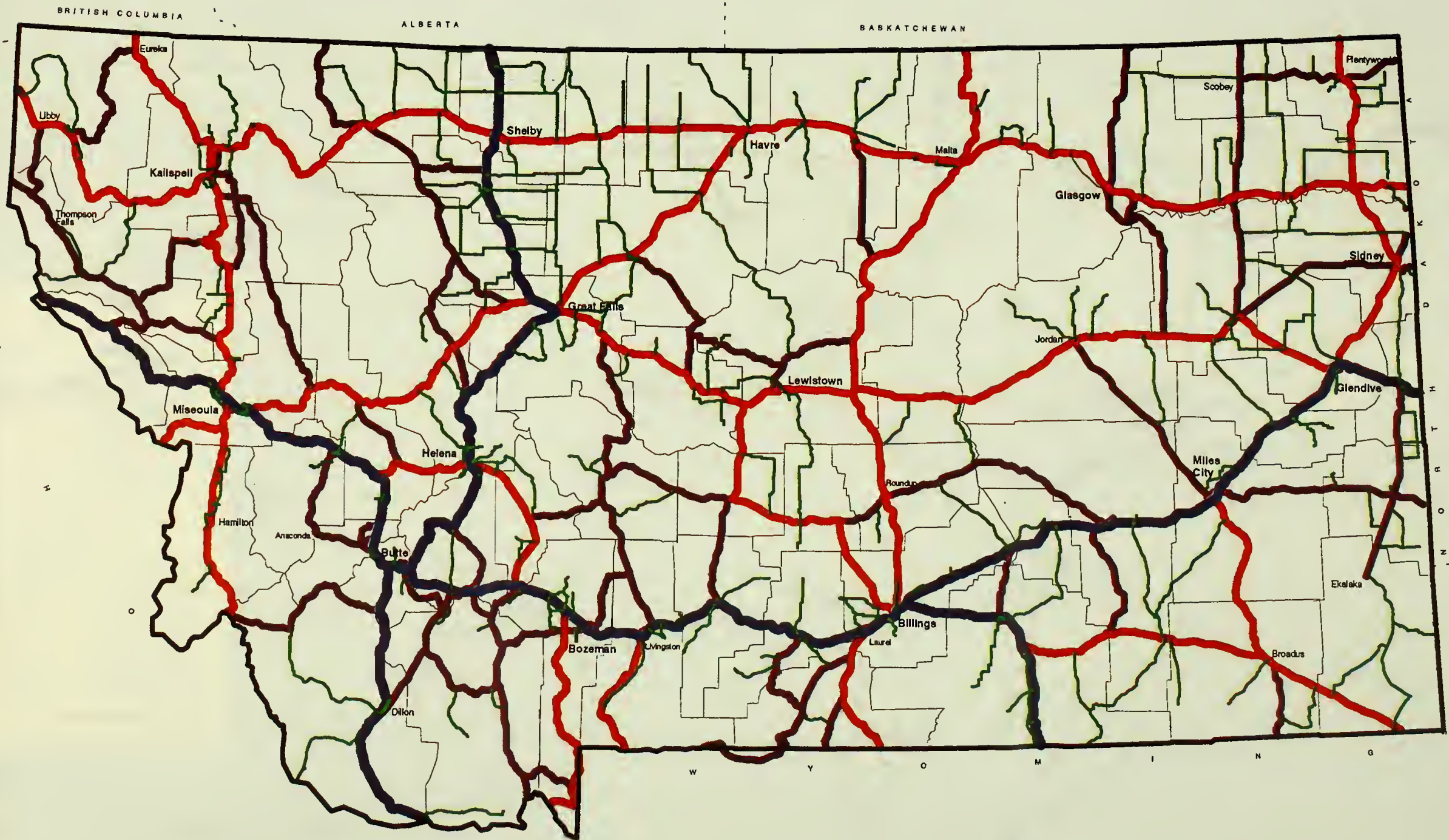
- October 1996 - June 1997
- July 1997 - June 1999
- July 1999 - September 2001

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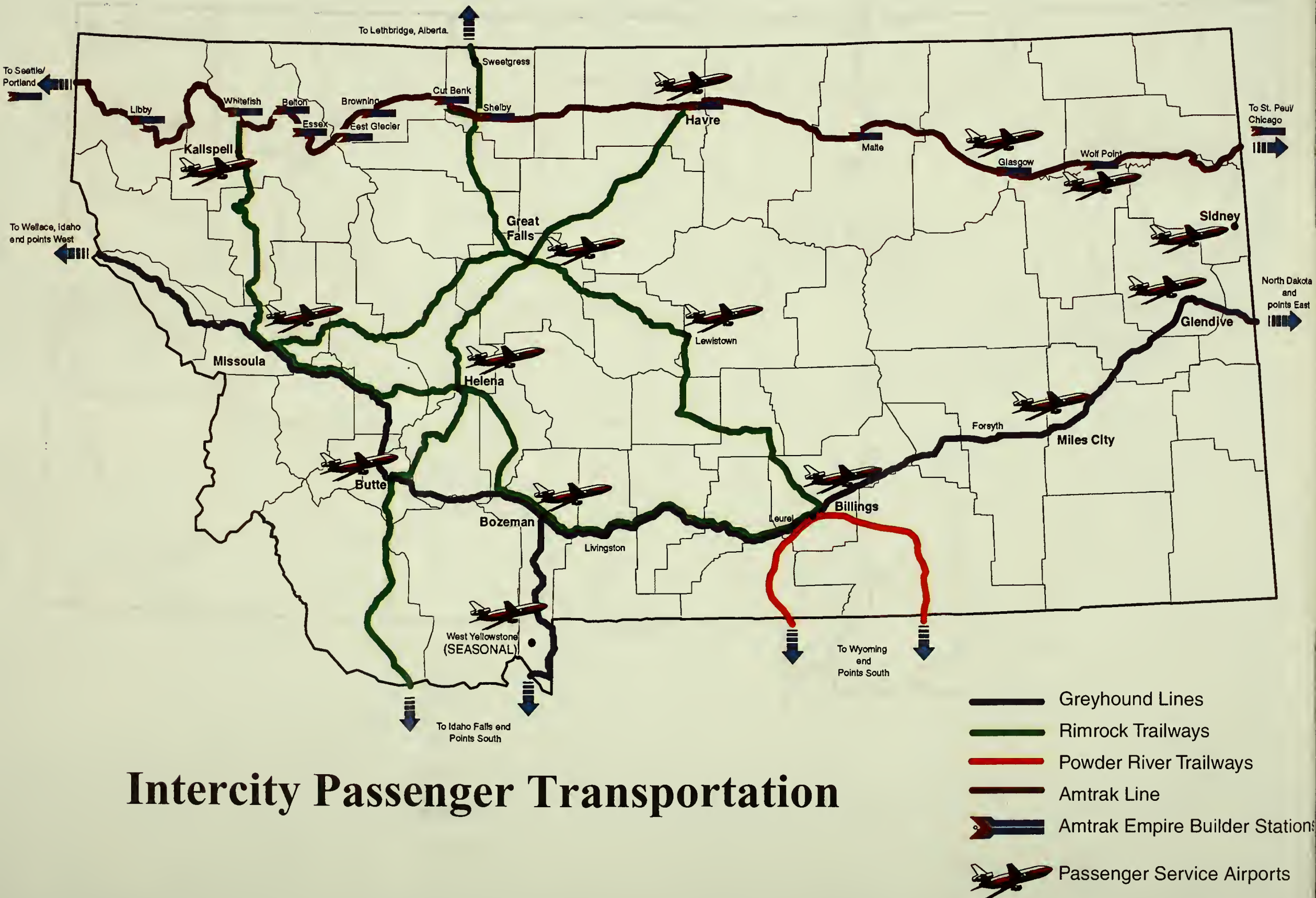
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|--|--------------------------------|--|--|
| | BURLINGTON NORTHERN / SANTA FE | | RARUS RAILWAY |
| | MONTANA RAIL LINK | | DAKOTA, MISSOURI VALLEY AND WESTERN RAILROAD |
| | MONTANA WESTERN RAILWAY | | CENTRAL MONTANA RAIL |
| | UP / SP | | AMTRAK ROUTE/STATIONS |

Montana's Rail System

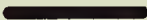


Montana's Highway System

- National Highway System - Interstate
- National Highway System - Non-Interstate
- Primary Highway System
- Secondary Highway System



Intercity Passenger Transportation

-  Greyhound Lines
-  Rimrock Trailways
-  Powder River Trailways
-  Amtrak Line
-  Amtrak Empire Builder Stations
-  Passenger Service Airports

District Administrators



District 1 - Missoula: Jim Weaver
523-5800

E-Mail: U9458@MDTMIS.mdt.mt.gov
District 2 - Butte: Jason Giard
494-9625

E-Mail: U2988@MDTBUT.mdt.mt.gov
District 3 - Great Falls: Gene Stettler
727-4350

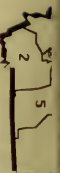
E-Mail: U8606@MDTGTF.mdt.mt.gov

District 4 - Glendive: Michael Johnson
365-5296

E-Mail: U4525@MDTGLD.mdt.mt.gov
District 5 - Billings: Bruce Barrett
252-4138

E-Mail: U0356@MDTBLLG.mdt.mt.gov

Montana County License Plate Prefixes



District 1

Dan Larson

293-3304

4. Missoula

7. Flathead

13. Ravalli

15. Lake

28. Powell

35. Sanders

46. Granite

54. Mineral

56. Lincoln

District 2

Patricia Abelin

587-0134

1. Butte/

Silver Bow

6. Gallatin

18. Beaverhead

25. Madison

30. Anaconda/

Deer Lodge

47. Meagher

43. Broadwater

49. Park

51. Jefferson

District 3

Wally R. Bell

443-2591

2. Cascade

5. Lewis & Clark

12. Hill

19. Chouteau

21. Toole

24. Blaine

26. Pondera

31. Teton

38. Glacier

48. Liberty

District 4

Ed Smith 483-5484

9. Powder River

11. Phillips

14. Custer

16. Dawson

17. Roosevelt

20. Valley

27. Richland

29. Rosebud

34. Sheridan

37. Daniels

39. Fallon

41. McCone

42. Carter

45. Prairie

50. Garfield

52. Wibaux

District 5

Thorm Forseth

259-3147

3. Yellowstone

8. Fergus

10. Carbon

22. Big Horn

23. Musselshell

32. Stillwater

33. Treasure

36. Judith Basin

40. Sweet Grass

44. Wheatland

53. Golden Valley

55. Petroleum

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